

**SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM 1978-2008 THIRTY YEARS OF SERVICE**



## **Annual Report Fiscal Year 2008**



**SECONDARY ROAD PATROL (SRP)  
AND TRAFFIC ACCIDENT PREVENTION PROGRAM**



**Annual Report Fiscal Year 2008**

(October 1, 2007 - September 30, 2008)

Compiled from data submitted to the  
Office of Highway Safety Planning  
Lansing, Michigan



#### **ACKNOWLEDGMENTS**

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# FOREWORD

Welcome to the 2008 Annual Report for Michigan's Secondary Road Patrol and Accident Prevention Program (SRP).

The completion of the 2008 program year marks the thirtieth anniversary of the SRP Program. Over the last thirty years, Michigan has made significant progress in traffic safety thanks to the tremendous partnership between county, local, and state law enforcement, and advancements in vehicle safety technology, emergency medicine, and roadway engineering. Since 1979, the first year of the SRP program, statewide traffic fatalities have decreased from 1,849 to approximately 1,000 and total traffic crashes have dropped from over 366,000 to approximately 315,000. Deputies funded under the State's SRP Program have played an important role in this success through their traffic safety and enforcement efforts on Michigan's secondary roads.

In 2008, the SRP program funded 170 deputies. Collectively, these deputies generated over 119,000 vehicle stops, resulting in nearly 1,800 drunk drivers being removed from Michigan's roadways, over 88,000 traffic citations, over 7,000 criminal arrests, and over 24,000 assists to other officers. SRP deputies also responded to 14,663 criminal complaints and aided over 6,500 stranded motorists in need of assistance.

While there have been many accomplishments for the SRP Program since 1979, challenges continue to exist for Michigan's traffic safety community in removing drunk drivers from our roadways that are resulting in over 300 alcohol involved traffic deaths annually. Recent increases in motorcycle fatalities also require increased attention as do nighttime fatalities involving unbelted vehicle occupants.

We look forward to the ongoing contributions that the SRP Program can make to address these and other critical traffic safety issues.

On behalf of the Office of Highway Safety Planning, I would like to extend our sincere appreciation to sheriff's offices across the state and the participating SRP Program deputies for their continued efforts to make Michigan's roadways safer for everyone.



Michael L. Prince, Director

Office of Highway Safety Planning

April 1, 2009

*\* Visit [www.michigan.gov/ohsp](http://www.michigan.gov/ohsp), Law Enforcement Programs to view entire Annual Report*

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# Introduction

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the "SRP" or "416" program. This state grant program provides county sheriff offices with funding to patrol county and local roads outside the limits of cities and villages. The program has the legislated primary responsibility of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

The program began October 1, 1978, with 78 counties participating. On October 1, 1989, the program was transferred by Executive Order #1989-4 from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning (OHSP). Public Act 416 of 1978, as amended, requires two reports to be submitted to the Legislature:

- >> An Annual Report containing data from the participating sheriff's offices along with their recommendations on methods of improving coordination of local and state law enforcement agencies in the state, improving law enforcement training programs, improving communications systems of law enforcement agencies, and a description of the role alcohol played in the incidence of fatal and personal injury accidents in the state. This report is due May 1 each year.
- >> An Impact and Cost Effectiveness Study is due April 1 of each year. Due to the number of factors that influence traffic crash deaths and injuries, it is difficult to determine the level of impact that the SRP program alone has had on saving lives and reducing injuries. Therefore, this section of the report consists of general observations by OHSP on the impact of program activities that would reasonably be expected to contribute to decreased traffic crashes and deaths.

As in previous years, the Annual Report and Impact and Cost Effectiveness Study for state fiscal year 2008 (FY08) are combined into a single document and referred to as the Annual Report.

Program data is derived from the semi-annual and annual reports submitted by each participating county as part of its reporting requirements. This data is collected on a state fiscal year basis (October 1 through September 30) each year.

## EXCERPTS FROM PUBLIC ACT 416 OF 1978

(For complete law, see page 10)

The sheriff's office is the primary agency responsible for providing certain services on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff's office also provides these services on any portion of any other highway or road within the boundaries of a state or county park.

## SERVICES TO BE PROVIDED:

- >> Patrolling and monitoring traffic violations.
- >> Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring

required by the Act.

- >> Investigating accidents involving motor vehicles.
- >> Providing emergency assistance to persons on or near a highway or road patrolled as required by the Act.

The sheriff can provide these services on secondary roads within a city or village if the legislative body of the local unit of government passes a resolution requesting the services.

## HOW FUNDS CAN BE SPENT:

Counties are required to enter into a contractual arrangement with OHSP to receive funds. Funds can be spent as follows:

- >> Employing additional personnel
- >> Purchasing additional equipment
- >> Enforcing laws in state and county parks
- >> Providing selective motor vehicle inspection programs
- >> Providing traffic safety information and education programs that are in addition to those provided before the effective date of the Act, October 1, 1978

## ALLOCATION OF FUNDS UNDER THE ACT:

"...a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976 through June 30, 1977."

## MAINTENANCE OF EFFORT (MOE):

SRP funds are mandated to supplement secondary road patrol efforts by counties, not to supplant, or replace county funding. Counties are ineligible for SRP funding if they reduce the level of County-Funded Road Patrol (CFRP) deputies unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. "An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services" (Section 51.77(1)). This provision is known as the "Maintenance of Effort," or MOE. Counties are required to report the number of deputies they have at the beginning of each funding year. These figures are compared with those reported for October 1, 1978. If the county has fewer county-supported deputies, they must either replace the personnel or prove economic hardship in order to receive SRP funds. If reductions become necessary during the year, the county is required to report this to OHSP, who will determine if the reduction meets the requirements of the Act.

## SECONDARY ROAD PATROL FY 2008 ALLOCATION

2008 State Allocation		\$12,300,000	
COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION
ALCONA	0.393	4.0	48,339
ALGER	0.322	0.0	39,606
ALLEGAN	1.216	18.0	149,568
ALPENA	0.578	1.0	71,094
ANTRIM	0.465	7.0	57,195
ARENAC	0.396	3.0	48,708
BARAGA	0.310	0.0	38,130
BARRY	0.692	11.0	85,116
BAY	1.499	23.0	184,377
BENZIE	0.353	4.0	43,419
BERRIEN	2.075	24.0	255,225
BRANCH	0.747	13.0	91,881
CALHOUN	1.762	17.0	216,726
CASS	0.766	14.0	94,218
CHARLEVOIX	0.442	7.0	54,366
CHEBOYGAN	0.563	2.0	69,249
CHIPPEWA	0.706	6.0	86,838
CLARE	0.531	4.0	65,313
CLINTON	0.857	9.0	105,411
CRAWFORD	0.369	3.0	45,387
DELTA	0.696	5.0	85,608
DICKINSON	0.491	3.0	60,393
EATON	1.090	17.0	134,070
EMMET	0.514	10.0	63,222
GENESEE	4.380	21.0	538,740
GLADWIN	0.467	5.0	57,441
GOGEBIC	0.415	6.0	51,045
GRAND TRAVERSE	0.836	19.0	102,828
GRATIOT	0.782	7.0	96,186
HILLSDALE	0.758	9.0	93,234
HOUGHTON	0.570	4.0	70,110
HURON	0.838	13.0	103,074
INGHAM	2.310	12.0	284,130
IONIA	0.749	9.0	92,127
IOSCO	0.626	10.5	76,998
IRON	0.389	1.0	47,847
ISABELLA	0.782	7.0	96,186
JACKSON	1.926	24.0	236,898
KALAMAZOO	2.010	27.0	247,230
KALKASKA	0.435	4.0	53,505
KENT	4.123	77.0	507,129
KEWEENAW	0.188	2.0	23,124

COUNTY	ALLOCATION PERCENTAGE	MOE REQUIRE.	COUNTY ALLOCATION
LAKE	0.422	4.0	51,906
LAPEER	0.925	7.0	113,775
LEELANAU	0.389	7.0	47,847
LENAWEE	1.221	24.0	150,183
LIVINGSTON	1.032	15.0	126,936
LUCE	0.279	0.0	34,317
MACKINAC	0.366	5.0	45,018
MACOMB	5.173	68.0	636,279
MANISTEE	0.569	5.0	69,987
MARQUETTE	0.906	11.0	111,438
MASON	0.555	10.0	68,265
MECOSTA	0.597	2.5	73,431
MENOMINEE	0.650	2.0	79,950
MIDLAND	0.833	19.0	102,459
MISSAUKEE	0.415	1.0	51,045
MONROE	1.733	36.0	213,159
MONTCALM	0.836	13.0	102,828
MONTMORENCY	0.352	6.0	43,296
MUSKEGON	1.590	23.0	195,570
NEWAYGO	0.774	12.0	95,202
OAKLAND	8.459	48.0	1,040,457
OCEANA	0.562	8.0	69,126
OGEMAW	0.461	4.0	56,703
ONTONAGON	0.356	6.0	43,788
OSCEOLA	0.486	0.0	59,778
OSCODA	0.360	4.0	44,280
OTSEGO	0.448	9.0	55,104
OTTAWA	1.907	23.0	234,561
PRESQUE ISLE	0.427	5.0	52,521
ROSCOMMON	0.455	11.0	55,965
SAGINAW	2.472	25.0	304,056
ST. CLAIR	1.629	18.0	200,367
ST. JOSEPH	0.801	10.0	98,523
SANILAC	0.899	10.0	110,577
SCHOOLCRAFT	0.301	0.0	37,023
SHIAWASSEE	0.917	15.0	112,791
TUSCOLA	0.967	11.0	118,941
VANBUREN	0.901	0.0	110,823
WASHTENAW	2.196	34.0	270,108
WAYNE	14.407	60.0	1,772,061
WEXFORD	0.555	9.0	68,265
<b>TOTALS</b>	<b>100.000</b>		<b>\$12,300,000</b>

## PART ONE:

# Law Enforcement Coordination, Training, and Communications

## I. SHERIFF REPORTS

Data is derived from the annual reports submitted to OHSP by the participating agencies.

### COORDINATION OF LAW ENFORCEMENT AGENCIES

Law enforcement coordination methods range from formal written agreements that identify primary responsibility for specific functions and areas of service to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support between participating agencies. Many sheriff offices have mutual aid agreements which usually identify the interagency resources that can be provided in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise that is not normally required by the smaller agencies.

The law requires that each sheriff, the director of the Michigan Department of State Police (MSP), and the director of the Office of Highway Safety Planning (OHSP) meet and develop a law enforcement plan for the unincorporated areas of each participating county. Updated law enforcement agreements from all counties in the program were requested most recently in 2005. These are updated at least every four years, after an election year, and more often if changes occur.

Per the 2008 annual reports, 79 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations. 79 sheriffs reported that they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers. The Michigan Sheriffs' Association (MSA) represents the interests of all sheriff offices and coordinates issues of statewide concern after receiving input from the sheriffs.

### LAW ENFORCEMENT TRAINING

Based on the sheriffs' annual reports, the most important types of training attended by deputies during the past year were:

- >> Firearms/weapons
- >> Legal update
- >> Traffic accident investigation
- >> Self-defense/restraint

Training programs are carried out through in-service programs within departments and by regional law enforcement training academies and consortiums. Nearly 60,000 hours of instruction were provided to 3,054 officers in FY08. Information from the counties' annual program reports indicates that 73 Sheriffs agencies provided in-service training sessions to certified road patrol officers.

### COMMUNICATION SYSTEMS

Most sheriffs report that basic levels of communications are available for emergency response. All county agencies have access to the Law Enforcement Information Network (LEIN).

## II. RECOMMENDATIONS

### IMPROVING LAW ENFORCEMENT COORDINATION

Cooperation between county, local, and state agencies appears to be the key toward improvements in this area. These cooperative efforts are reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by county agencies include:

- >> Central dispatch radio system improvements
- >> Common working frequency for law enforcement agencies
- >> Centralized record and data systems
- >> Mobile data systems
- >> Regularly scheduled meetings for sharing information and improving attendance at the meetings
- >> Joint training opportunities
- >> Multi-jurisdictional task forces, investigative teams, and law enforcement centers

### IMPROVING LAW ENFORCEMENT TRAINING

Based on input from participating agencies, additional training is needed in the areas of:

- >> Report writing
- >> Looking beyond the stop
- >> Fraudulent ID
- >> Commercial motor vehicles

### IMPROVING LAW ENFORCEMENT COMMUNICATIONS

Most counties indicate a need for continued development of communications systems statewide. Officers in 15 counties are not always able to communicate with their radio dispatcher from their patrol vehicle, with anywhere from 1% to 25% of the county area not reliably covered. Officers in 32 counties cannot communicate when using portable radios, with 1% to 30% of the county area not covered. This results in an environment that is hazardous for the officer and citizens. In some cases, much of the communications equipment originally purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable.

Per the annual report from the sheriffs, improvements needed include:

- >> Additional system-wide equipment such as high-band radio systems
- >> Additional mobile equipment, such as hand-held radios and mobile data terminals
- >> Mutual frequencies
- >> Better LEIN access
- >> Additional communication towers

## PART TWO:

# Impact and Cost Effectiveness Study

## I. EVALUATION BACKGROUND INFORMATION

### NUMBER OF COUNTIES INCLUDED IN EVALUATION

Maintenance of Effort (MOE) and crash data include all 83 counties. FY08 activity data includes 81 of Michigan's 83 counties (Iosco County and Otsego County did not qualify for FY08 SRP program funding).

### DEFINITIONS OF VARIABLES USED IN THIS REPORT:

- >> **Accident Investigation**—Response to reported accidents, initial investigation, and evidence collection.
- >> **Accident (or Crash)**—A motor vehicle crash that has been reported to the Michigan State Police by state, county, or local law enforcement. With few exceptions, OHSP prefers the term “crash” because it does not infer or assign responsibility for the act. The exception is when one discusses acts of intent. For example, if a fugitive intentionally crashes his/her car into a patrol car in an effort to elude police, the crash is deemed “intentional,” and is not reported to the State as a traffic “crash.”
- >> **Alcohol-Related Crashes**—Traffic crashes where one or more of the drivers involved had been drinking (HBD).
- >> **Arrests**—Criminal arrests, either felony or misdemeanor, including appearance tickets.
- >> **Citations**—All violations of either a state law or local ordinance, both moving and non-moving violations.
- >> **Crime**—Felony and misdemeanor crimes that have been reported to the Michigan State Police Uniform Crime Reporting System by state, county, and local agencies as substantiated crimes.
- >> **Criminal Complaint Responses**—The response to any situation where a citizen reports that a crime (felony or misdemeanor) was committed or is in progress.
- >> **Law Enforcement Assistance**—Assisting a law enforcement officer of a different department (state or local) or of the same department. This includes Department of Natural Resources officers, Liquor Control Commission personnel, etc.
- >> **Motorist Assist**—Assisting citizens who need help. This is primarily where an automobile becomes inoperative and the citizen is stranded.

### EVALUATION GOALS

- >> To determine whether the counties are continuing to maintain their county-funded road patrol at a level comparable to or greater than the base line period of October 1, 1978.
- >> To determine the activity level of SRP Program deputies.

## II. PERSONNEL AND ACTIVITIES ANALYSIS

Activity data is derived from semi-annual and annual program reports submitted to OHSP by participating agencies.

This activity is compiled on a fiscal year basis (October 1, 2007, through September 30, 2008).

### SERVICES PROVIDED

The main focus of the SRP program is traffic enforcement and crash investigation on secondary roads. In addition, SRP officers provide assistance to persons on secondary roads, enforce violations of criminal laws which are observed during patrol, provide vehicle inspection programs, and provide traffic safety education programs.

### FUNDING

In FY92, the program began a transition from 100 percent General Fund support to partial General Fund monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated that five dollars be assessed on most moving violations to be deposited into a Secondary Road Patrol and Training Fund. The funding is used for SRP and Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards (MCOLES). In 2001, this surcharge was increased to ten dollars, and the General Fund portion was decreased for FY02. The General Fund appropriation was eliminated in FY03.

OHSP intends to distribute all available funds to the counties for enforcement of P.A. 416, while maintaining the fiscal integrity of the program. Each July or August OHSP estimates the funding amount for the next fiscal year, applies a distribution formula, and notifies each county of its allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and include any projected carryforward from the current year. The appropriation of 1% is allocated for administration of the program by OHSP.

Unused funds carry over into the next fiscal year. If the revenue collection or the carryforward funds significantly exceed projections, a mid-year adjustment may be made to grant the excess to the counties in the current fiscal year.

If a county does not qualify under P.A. 416 and does not receive funds, the funds will remain available through the fiscal year in case the county comes into compliance. Unused monies from all counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

In FY08, an allocation of \$12,300,000 was made to the counties.

## SRP APPROPRIATIONS HISTORY

FISCAL YEAR	GENERAL FUND APPROPRIATION	RESTRICTED FUND APPROPRIATION	TOTAL APPROPRIATION
1979	\$8,700,000	—	8,700,000
1980	\$8,700,000	—	8,700,000
1981	\$6,400,000	—	6,400,000
1982	\$6,500,000	—	6,500,000
1983	\$6,500,000	—	6,500,000
1984	\$6,500,000	—	6,500,000
1985	\$6,700,000	—	6,700,000
1986	\$7,100,000	—	7,100,000
1987	\$7,300,000	—	7,300,000
1988	\$7,480,000	—	7,480,000
1989	\$7,423,900	—	7,423,900
1990	\$7,239,500	—	7,239,500
1991	\$7,239,500	—	7,239,500
1992	\$3,041,500	\$3,744,500	6,786,000
1993	\$1,544,000	\$5,244,500	6,788,500
1994	\$1,544,600	\$5,244,500	6,789,100
1995	\$2,546,400	\$4,644,500	7,190,900
1996	\$3,048,200	\$5,944,100	8,992,300
1997	\$3,048,200	\$6,335,200	9,383,400
1998	\$3,137,800	\$5,701,300	8,839,100
1999	\$4,532,600	\$6,069,000	10,601,600
2000	\$5,785,400	\$6,152,300	11,937,700
2001	\$6,327,100	\$6,152,300	12,479,400
2002	\$1,603,800	\$10,902,300	12,506,100
2003	—	\$12,506,600	12,506,600
2004	—	\$14,006,600	14,006,600
2005	—	\$14,012,100	14,012,100
2006	—	\$14,020,100	14,020,100
2007	—	\$14,019,500	14,019,500
2008	—	\$14,029,900	14,029,900

Note: Beginning in December of 2002, the \$5 surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled to \$10. The general fund appropriation was decreased for 2002, and was eliminated in 2003.

## PERSONNEL

The largest expenditure of SRP funds is for personnel. The expenditures include salaries and fringe benefits.

Number of Road Patrol Deputies in FY08 ..... 2,397.8  
SRP funded..... 170.5  
County funded ..... 2,227.3

The table on page 7 shows the number of SRP deputies employed by the program each fiscal year as compared to County-Funded Road Patrol (CFRP) deputies.

Beginning in 2006, county-funded includes officers funded with county funds, local government contracts, grants, or any other non-SRP funding sources.

## ACTIVITY

SRP deputies may patrol county primary roads and county local roads, monitor for traffic law violations, and investigate accidents. A deputy observing a criminal law violation while patrolling may make an arrest. They also may take a criminal complaint which occurred in their patrol area if it is observed or brought to the officer's attention while patrolling secondary roads. In addition, deputies aid stranded motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 23 is based on reports submitted by each participating agency for FY08. The average level of traffic enforcement activity, a primary focus for SRP, continued to surpass that of CFRP officers.

## LAW ENFORCEMENT TRAINING OPPORTUNITIES IN 2008

OHSP offered training in the following areas:

- >> SRP (416) administrative trainings: Training sessions were offered to personnel administering the Secondary Road Patrol grants in 2008. The trainings offered an overview of the program, information on completing the 416 application and required reports, allowable expenditures and documentation requirements, recommended and allowable activities for SRP deputies, and the monitoring process for SRP grants.

The trainings were offered at three times and locations:

July 23, in Lansing

July 30, in Roscommon

August 6, in Escanaba

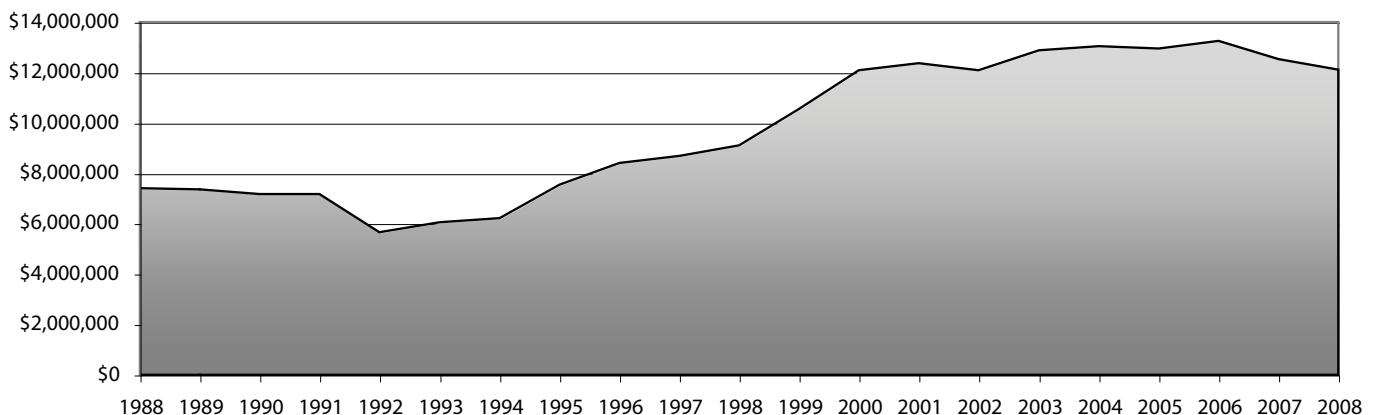
- >> Standardized Field Sobriety Testing (SFST) - The OHSP offers SFST, a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest. Forty-three practitioner trainings provided training to 584 students in 2008.
- >> Youth alcohol enforcement programs - The goals of OHSP youth alcohol enforcement programs are to eliminate underage consumption of alcohol, eliminate adults furnishing alcohol to minors, reduce the number of alcohol-related traffic crashes, and promote community awareness of problems associated with underage drinking. These programs emphasize education, prevention, enforcement, and adjudication to discourage minors from consuming and attempting to consume alcohol. The program also assists in establishing close working relationships between law enforcement and the communities they serve. Law enforcement agencies in 50 Michigan counties are receiving training and funding for overtime enforcement of underage drinking laws.

## MONITORING

OHSP's administrative responsibilities include monitoring the SRP program. Counties are selected each year for monitoring based on length of time since previous monitoring and results of previous monitoring. In addition, a few are randomly chosen for review. In FY08, OHSP monitored 17 counties.

The monitoring clearly shows that the intent of most counties is to operate a program that fully satisfies the requirements of P.A. 416. Monitorings are performed with the idea of working with the county to improve the SRP program, not to be punitive. Through monitoring and training, OHSP is reaching the three segments that directly affect the

## SRP REVENUE RECEIVED



## HISTORICAL COMPARISON OF NUMBER OF SRP DEPUTIES AND COUNTY-FUNDED ROAD PATROL DEPUTIES

FISCAL YEAR	PROGRAM YEAR	SRP ROAD PATROL DEPUTIES	COUNTY-FUNDED DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,695.0
1994	16th	150.0	1,686.0
1995	17th	150.1	1,769.9
1996	18th	162.5	1,836.1
1997	19th	164.7	1,908.2
1998	20th	167.6	2,036.3
1999	21st	175.0	2,102.4
2000	22nd	191.0	2,249.3
2001	23rd	192.0	2,325.7
2002	24th	192.7	2,367.5
2003	25th	183.0	2,331.1
2004	26th	181.8	2,358.8
2005	27th	178.4	2,433.7
2006	28th	175.5	2,433.5
2007	29th	174.9	2,070.0
2008	30th	170.5	2,227.3

*Beginning in 2006, county funded included officers funded with county funds, local government contracts, grants, or any other non-SRP funding source.*

program: the sheriff, the SRP deputies, and the county's administrative staff.

The monitoring procedure usually consists of a one-day on-site visit to the county. An OHSP representative meets with county personnel who oversee the SRP program and financial functions. In most cases, the OHSP representative also has an opportunity to meet with the sheriff. The OHSP representative reviews the previous year's officer "dailies" for all SRP deputies, reconciles expenditures reported during the program year, reviews the county's accounting proce-

dures, and reviews the duty roster or schedule for maintenance of effort (MOE) compliance. The monitoring conducted by OHSP has shown that the majority of participating counties satisfy the requirements of P.A. 416 and that SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

As a result of this monitoring, some counties are asked by OHSP to make certain changes in the way they conduct or administer their SRP program. These requests involve program and financial changes (OHSP later verifies that adjustments were made by the county).

### III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2007.

- >> General crash trends—There were 1,084 persons killed and 80,576 persons injured in 324,174 motor vehicle traffic crashes in Michigan during 2007. Compared with the 2006 experience, the number of deaths remained the same, persons injured decreased 1.7 percent, and total reported crashes increased 2.8 percent. The 324,174 reported crashes in 2007 represent an economic loss in Michigan of \$8,977,549,000. If cost were spread across the state's population this would translate into a loss of \$891 per state resident.
- >> Alcohol/drug-related crashes - Of all fatal crashes, 31.7 percent involved at least one drinking operator, bicyclist, or pedestrian. Over 26 percent involved drinking but no drugs, 3.5 percent involved drugs but no drinking, and 5.6 percent involved both drinking and drugs.

### IV. COST EFFECTIVENESS

An Office of Criminal Justice report in April 1982 suggested that SRP deputies were more cost effective for patrolling and monitoring traffic than were CFRP deputies. It was found that the average SRP deputy cost 13 percent less than a CFRP deputy, while at the same time, productivity of an SRP deputy exceeded that of a CFRP deputy. However, since the duties of SRP deputies differ from those of regular CFRP deputies, it is impossible to make completely accurate cost comparisons between the two. Officers dedicated solely to monitoring traffic understandably produce more traffic-related activity than those who have more diverse responsibilities. In many counties, traffic duty is assigned to deputies with the least seniority and, therefore, the lowest salaries. Accordingly, one might expect SRP deputies to routinely earn less than do CFRP deputies, and generate more traffic-related activity than do CFRP deputies.

Information submitted by the counties is not independently verified, and funds appropriated to OHSP for administration are insufficient to conduct a scientific study. There are too many variables to consider and not enough consistency and uniformity in the data provided to OHSP to assure validity of such a study.

Counties budget the program during August and September and provide the best estimate of how SRP funds

will be utilized. Each county budgets according to its needs. Some counties budget only salaries and wages, while others budget all program expenses. Some counties supplement the program while others choose only to utilize the state funds that are available (P.A. 416 requires that services need only be provided up to the amount of state funding received).

Total reported program expenditures of \$14,507,192 (SRP monies plus reported contributions of county funds) supported the full-time equivalent of 170.5 SRP deputies and related expenses (personnel costs, equipment, vehicle maintenance, uniform allowance, travel, etc.) in FY08, equating to a total cost per SRP deputy of \$85,086. The breakdown between budget categories can fluctuate greatly from year to year and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP personnel costs one year, while choosing to purchase more equipment (a new vehicle, speed measuring devices, breath testing equipment, etc.) the next.

The amount of county supplement, which is included in the total reported program expenditures, can fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses and absorb the rest of the cost of the program in the county budget without reporting it. Others report larger amounts and rely on the county supplement to cover non-allowable costs. (OHSP discourages this practice as it overstates the true amount being spent to support SRP patrol activities.) Because of this, the county supplement should be used only as a general indicator of the degree of additional support that is provided by the counties for the SRP program, and should not be used for year-to-year comparisons.

**V. SYNOPSIS OF ACTIVITIES**

**Average Activity Levels Per SRP Deputy for FY08**

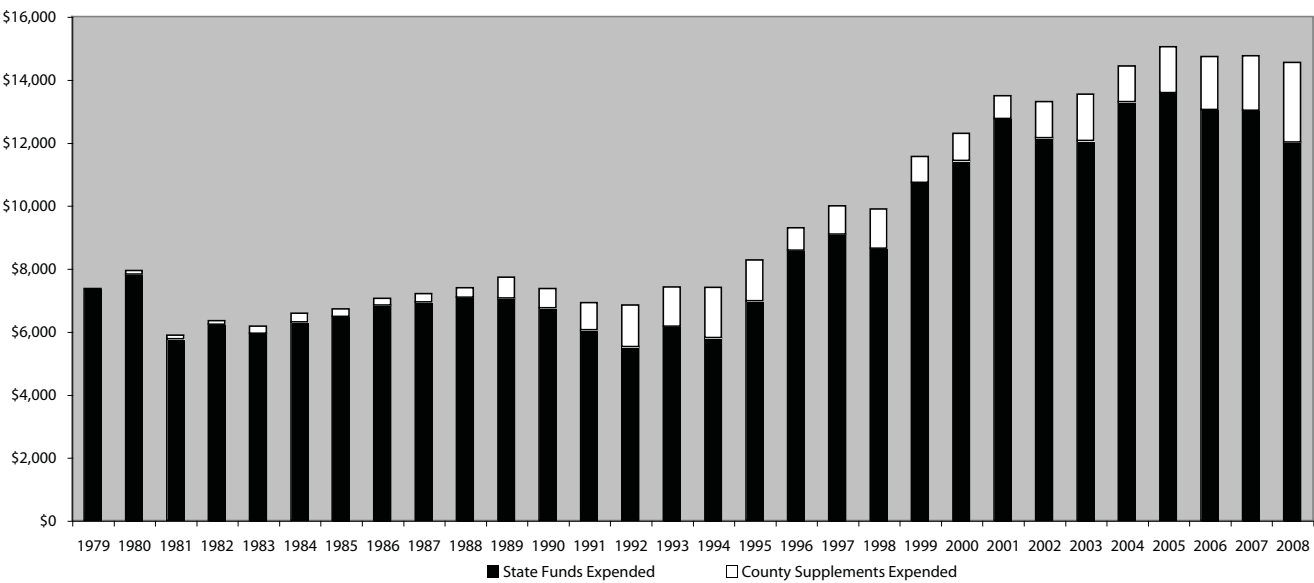
(Based on 170.5 SRP Deputies)

OWI arrests per deputy .....	12
Criminal arrests per deputy .....	42
Motorist assists per deputy.....	38
Traffic crash investigations per deputy.....	104
Enforcement assists per deputy.....	141
Criminal complaints per deputy .....	86
Traffic citations per deputy .....	516

**Cumulative SRP Figures for All Participating Counties in FY08**

Miles of patrol .....	3,640,984
Traffic stops.....	119,185
Verbal warnings .....	54,147
Traffic citations .....	88,028
Traffic crash investigations.....	17,658
OWI arrest involving alcohol .....	1,799
OWI arrest Involving drugs .....	226
Criminal reports .....	14,663
Criminal arrests.....	7,127
Motorist assists.....	6,546
Law enforcement assists to their own agency.....	13,183
Law enforcement assists to other departments .....	10,842
Calls for assistance in county parks.....	137
Citations in county parks .....	1,732
Non-traffic arrests in county parks.....	41
Community safety training sessions .....	1,332
Citizens instructed .....	24,723

**TOTAL EXPENDITURES**  
(State Funds & County Supplements)

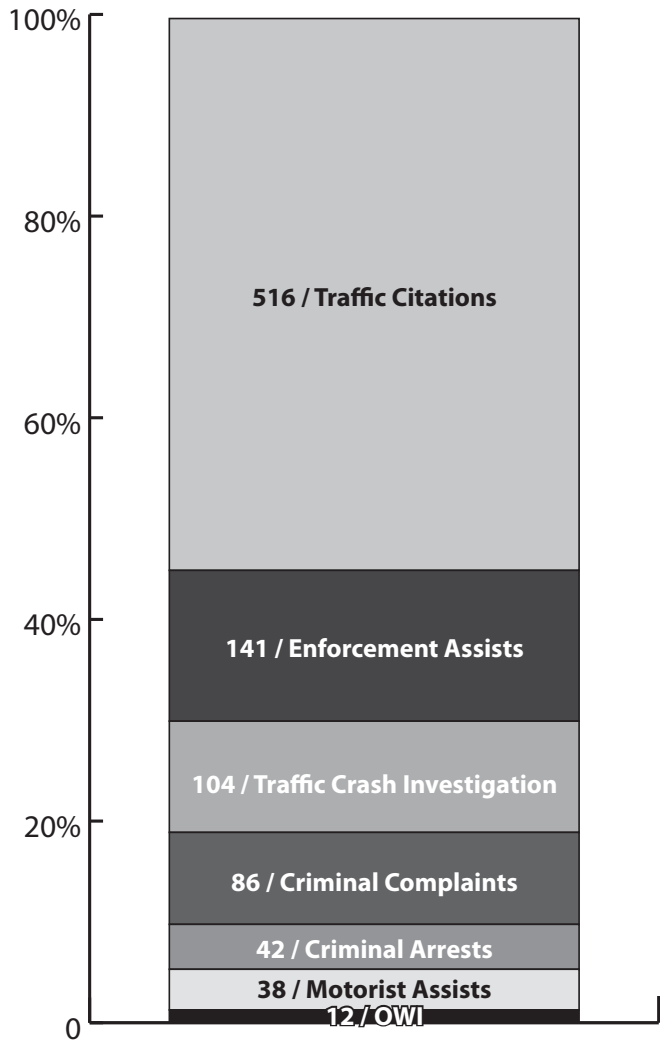


## CONCLUSION

The Secondary Road Patrol and Traffic Accident Prevention Program have been in operation since FY79. This annual report documents activity and evaluates the effectiveness of the program. While it is possible to make comparisons of activity between individual program years, no "base line" data exists for activity prior to October 1, 1978. It is impossible, therefore, to determine what additional activity took place in FY08 that did not take place prior to October 1, 1978.

The Michigan Traffic Crash Facts separates road types into categories to allow a comparison of the number of crashes and the vehicle miles traveled on county and local roads to the experience on state roads. The 2007 death rate held constant 1.04 deaths per 100 million miles of travel, below the ten-year average of 1.27 (1998-2007). OHSP believes the SRP program has played a significant role in Michigan's traffic safety picture and that having a visible law enforcement presence on secondary roads has had a positive impact on driver behavior.

**FY08 AVERAGE ACTIVITIES PER SRP DEPUTY**



# PUBLIC ACT 416 OF 1978

*Executive Order #1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning. References to "Office of Criminal Justice" may, therefore, be replaced with "Office of Highway Safety Planning."*

## SEC. 51.76

- (1) As used in this section, "county primary roads," "county local roads," and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.
- (2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:
  - (a) Patrolling and monitoring traffic violations.
  - (b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.
  - (c) Investigating accidents involving motor vehicles.
  - (d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.
- (3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or vil-

lage is located. A resolution of the city or village which is neither approved nor disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

- (4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

## SEC. 51.77

- (1) Before a county may obtain its grant from the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the office of criminal justice. A county applying for a grant for Secondary Road Patrol and Traffic Accident Prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county which information shall be submitted on forms provided by the office of criminal justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for Secondary Road Patrol and Traffic Accident Prevention shall submit a report to the office of criminal justice on a form provided by the office of criminal justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (2) A grant received by a county for Secondary Road Patrol and Traffic Accident Prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the

following matters:

- (a) Employing additional personnel to provide the services described in section 76(2) and (3).
  - (b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.
  - (c) Enforcing laws in state parks and county parks within the county.
  - (d) Providing selective motor vehicle inspection programs.
  - (e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.
- (3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.
- (4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for secondary road patrol and traffic accident prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977. County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (5) From the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention, the office of criminal justice may be allocated up to 1% for administrative, planning, and reporting purposes.
- (6) The annual report required under subsection (1) shall include the following:
- (a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.
  - (b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.
  - (c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.
  - (d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.
  - (e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.
  - (f) The total number of sworn officers in the sheriff's department.
  - (g) The number of sworn officers in the sheriff's department assigned to road safety programs.
  - (h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.
  - (i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.
  - (j) The law enforcement plan developed under subsection (7).
  - (k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.
  - (l) Other information required by the department of management and budget.
- (7) The sheriff of each county, the director of the department of state police, and the director of the office of criminal justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.
- (8) Before May 1 of each year, the office of criminal justice shall submit a report to the legislature. The report shall contain the following:
- (a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).
  - (b) The recommendations of the office of criminal justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.
  - (c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.
- (9) From the 1% allocated to the office of criminal justice for administration, planning, and reporting, the office of criminal justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan Sheriffs' Association, the Michigan Association of Chiefs of Police, and the Department of State Police. Annual reports on results of the study shall be submitted to the Senate and House appropriations committees by April 1 of each year.



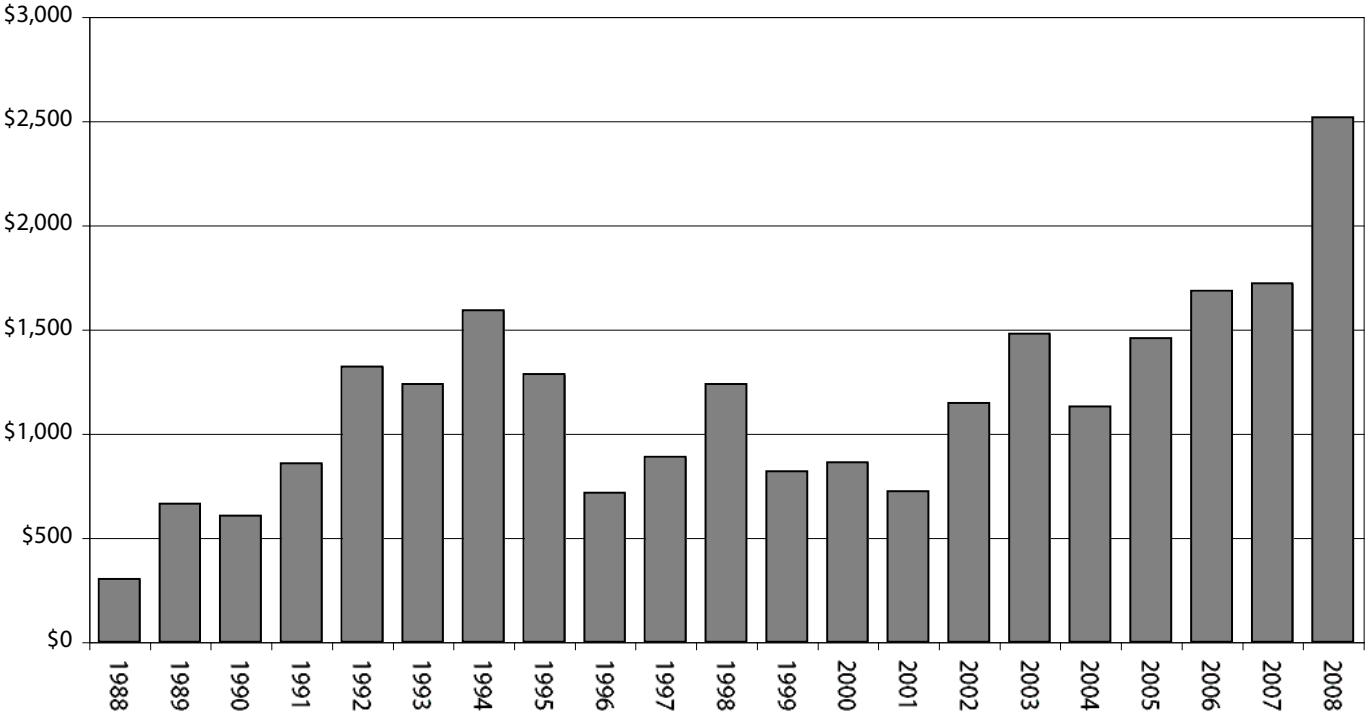
## **Tables, Charts, and Graphs**

### HISTORY OF SRP PROGRAM STATE FUNDS EXPENDED

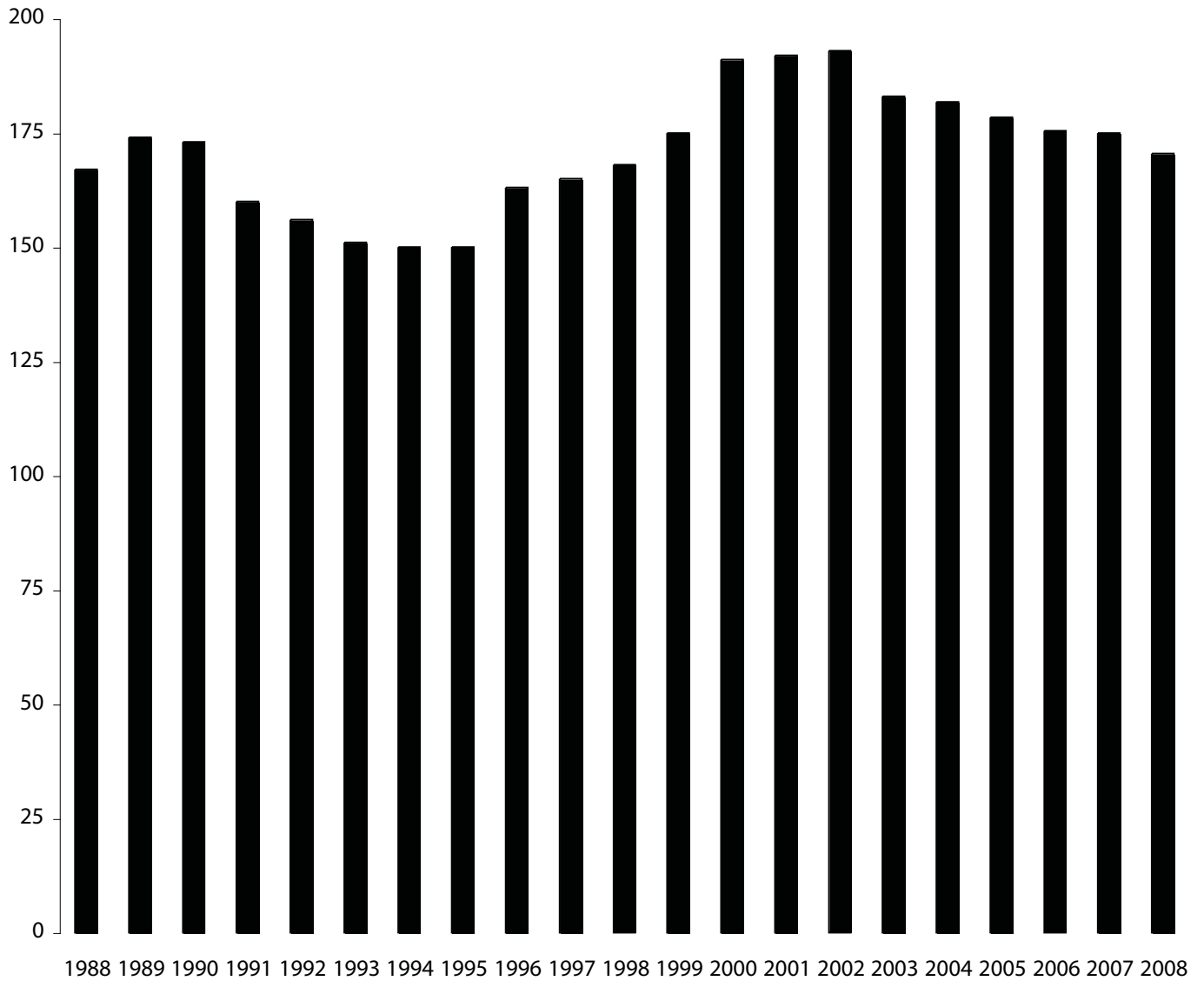
FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
1987	\$7,300,000	\$6,948,671
1988	\$7,424,000	\$7,087,056
1989	\$7,423,900	\$7,070,364
1990	\$7,239,500	\$6,757,680
1991	\$6,507,800	\$6,058,307
1992	\$5,664,999	\$5,519,269
1993	\$6,204,340	\$6,173,778
1994	\$6,000,000	\$5,815,355
1995	\$7,200,000	\$6,984,916
1996	\$8,900,000	\$8,583,919
1997	\$9,400,000	\$9,101,059
1998	\$9,000,000	\$8,649,438
1999	\$11,500,000	\$10,739,979
2000	\$12,000,000	\$11,435,192
2001	\$13,500,000	\$12,766,294
2002	\$12,385,600	\$12,156,256
2003	\$12,385,600	\$12,063,463
2004	\$13,866,731	\$13,298,815
2005	\$13,872,000	\$13,586,872
2006	\$13,300,000	\$13,051,369
2007	\$13,800,000	\$13,031,927
2008	\$12,300,000	\$12,022,656

These numbers do not include county contributions  
expended for the SRP program.

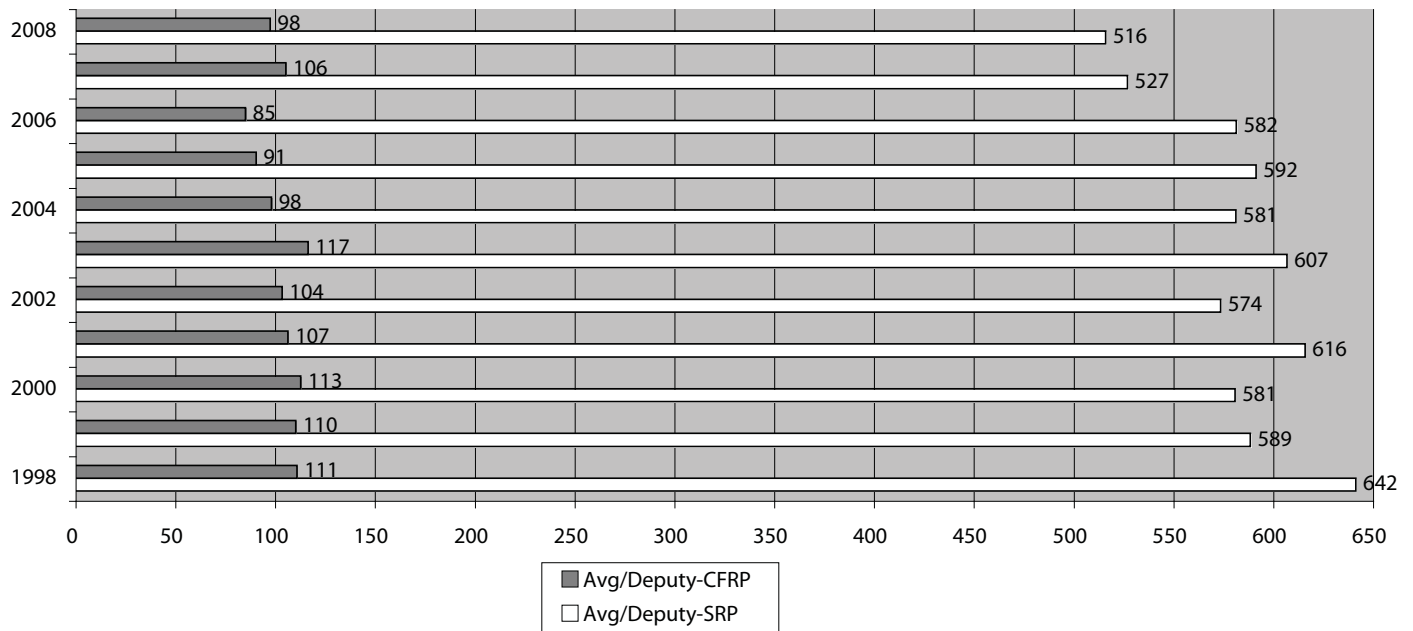
**SRP PROGRAM - COUNTY CONTRIBUTIONS ONLY** (in thousands)



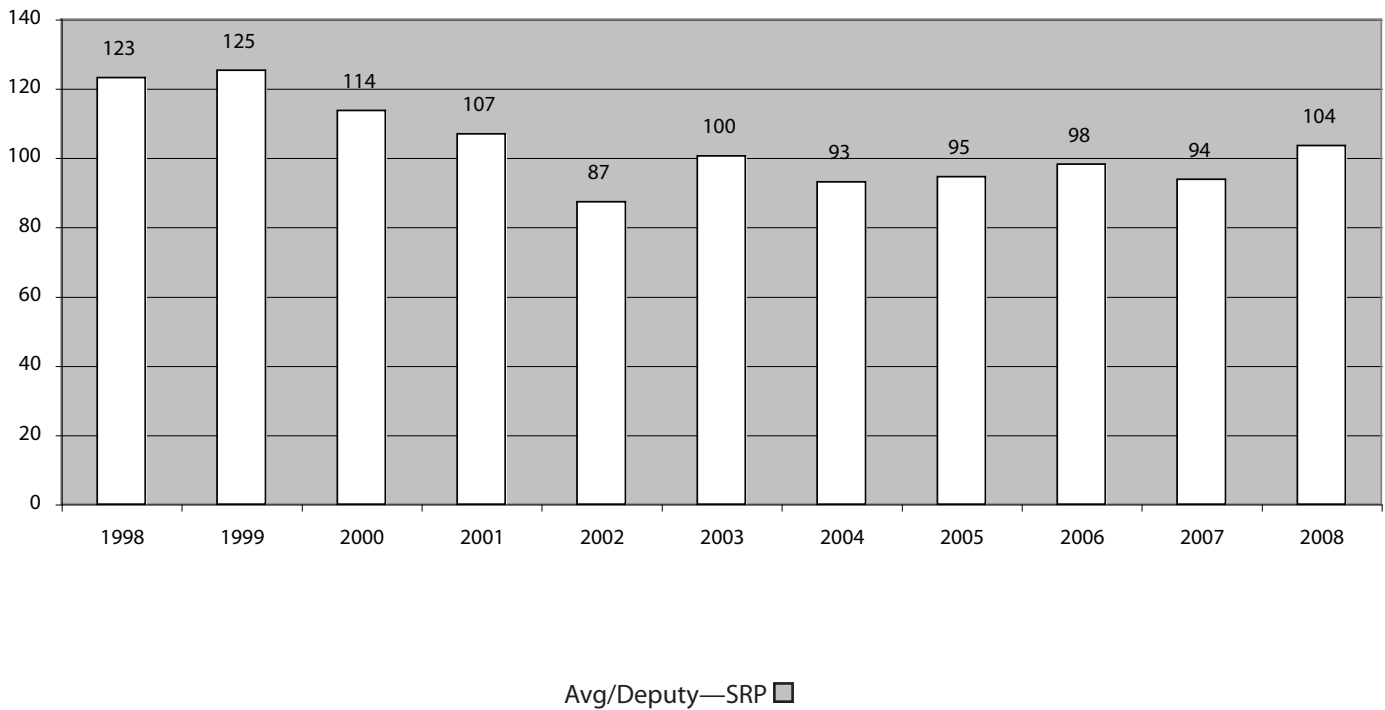
**NUMBER OF SRP DEPUTIES**  
(Full-time Equivalent)



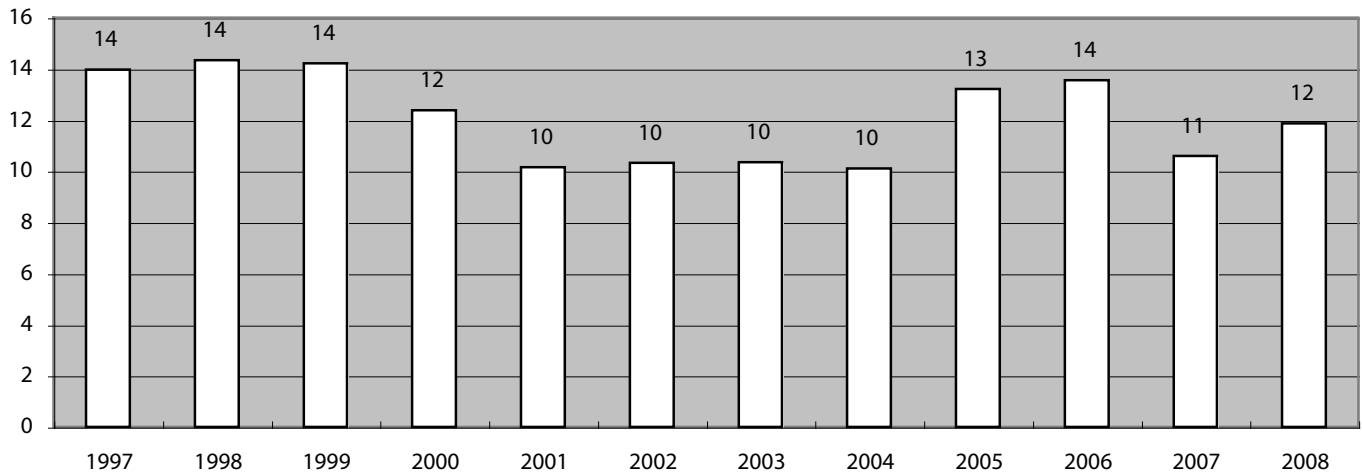
### AVERAGE TRAFFIC CITATIONS PER DEPUTY - SRP AND CFRP



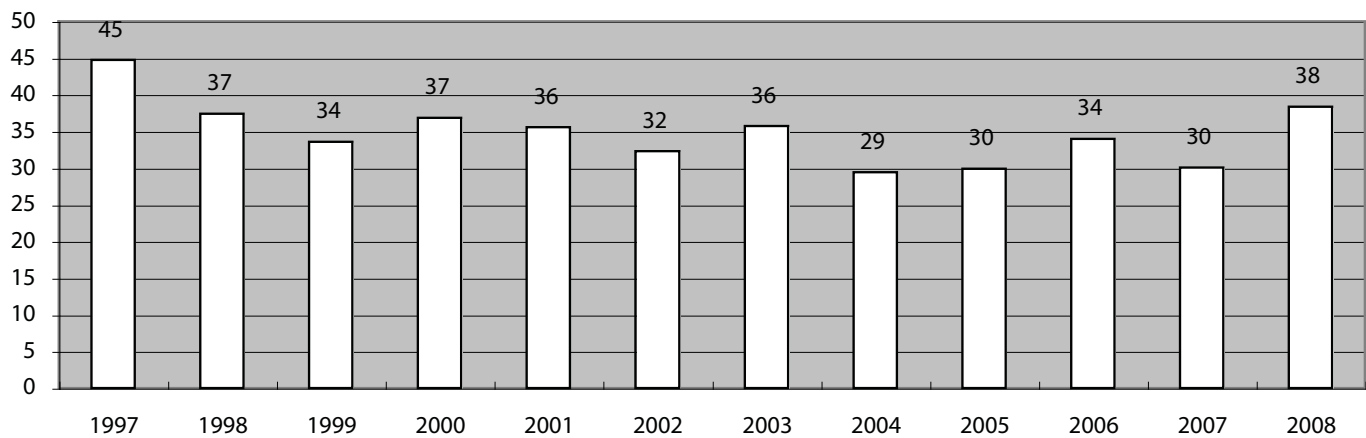
### AVERAGE TRAFFIC CRASH INVESTIGATIONS PER SRP DEPUTY



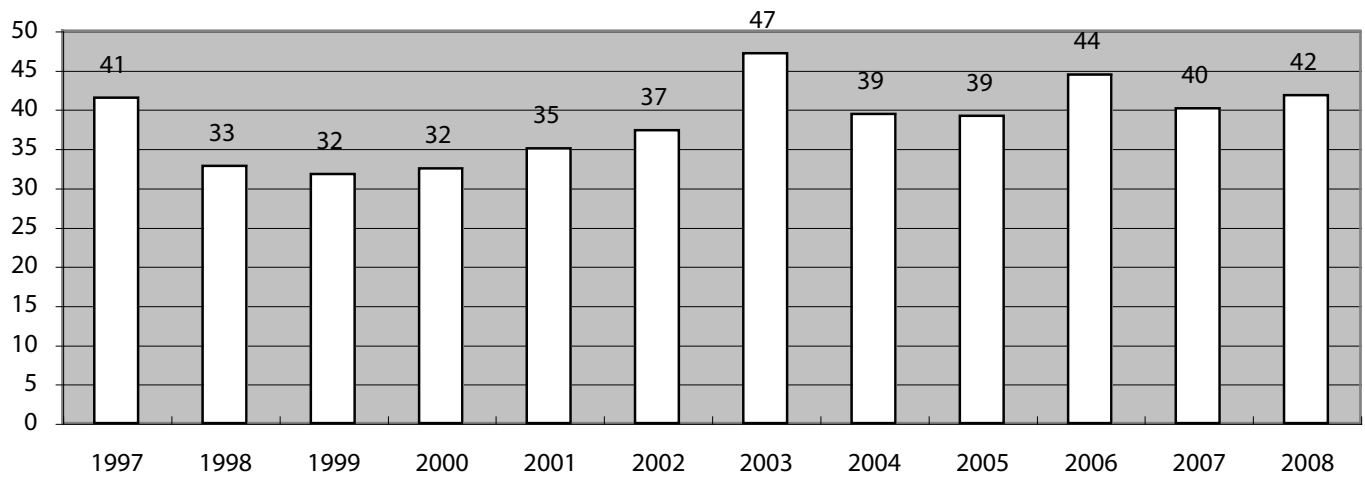
### AVERAGE OWI ARRESTS PER SRP DEPUTY



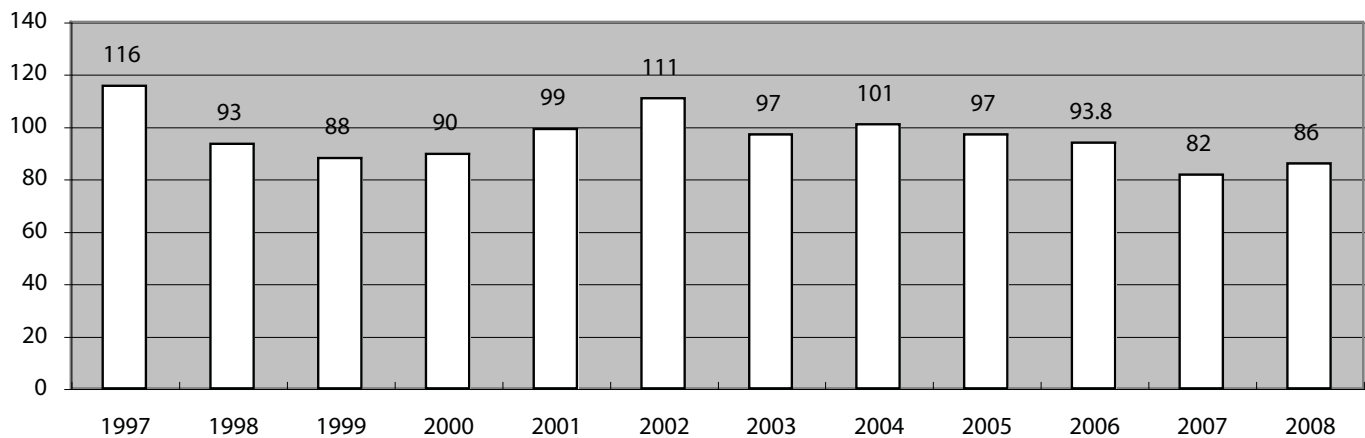
### AVERAGE MOTORIST ASSISTS PER SRP DEPUTY



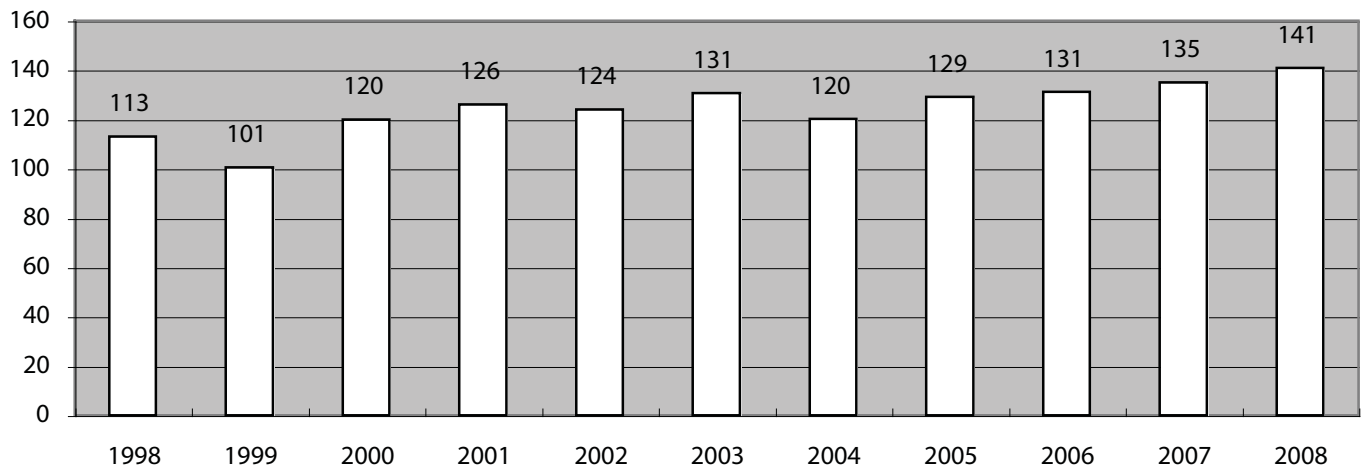
#### AVERAGE CRIMINAL ARRESTS PER SRP DEPUTY



#### AVERAGE CRIMINAL REPORTS PER SRP DEPUTY



### AVERAGE ENFORCEMENT ASSISTS PER SRP DEPUTY



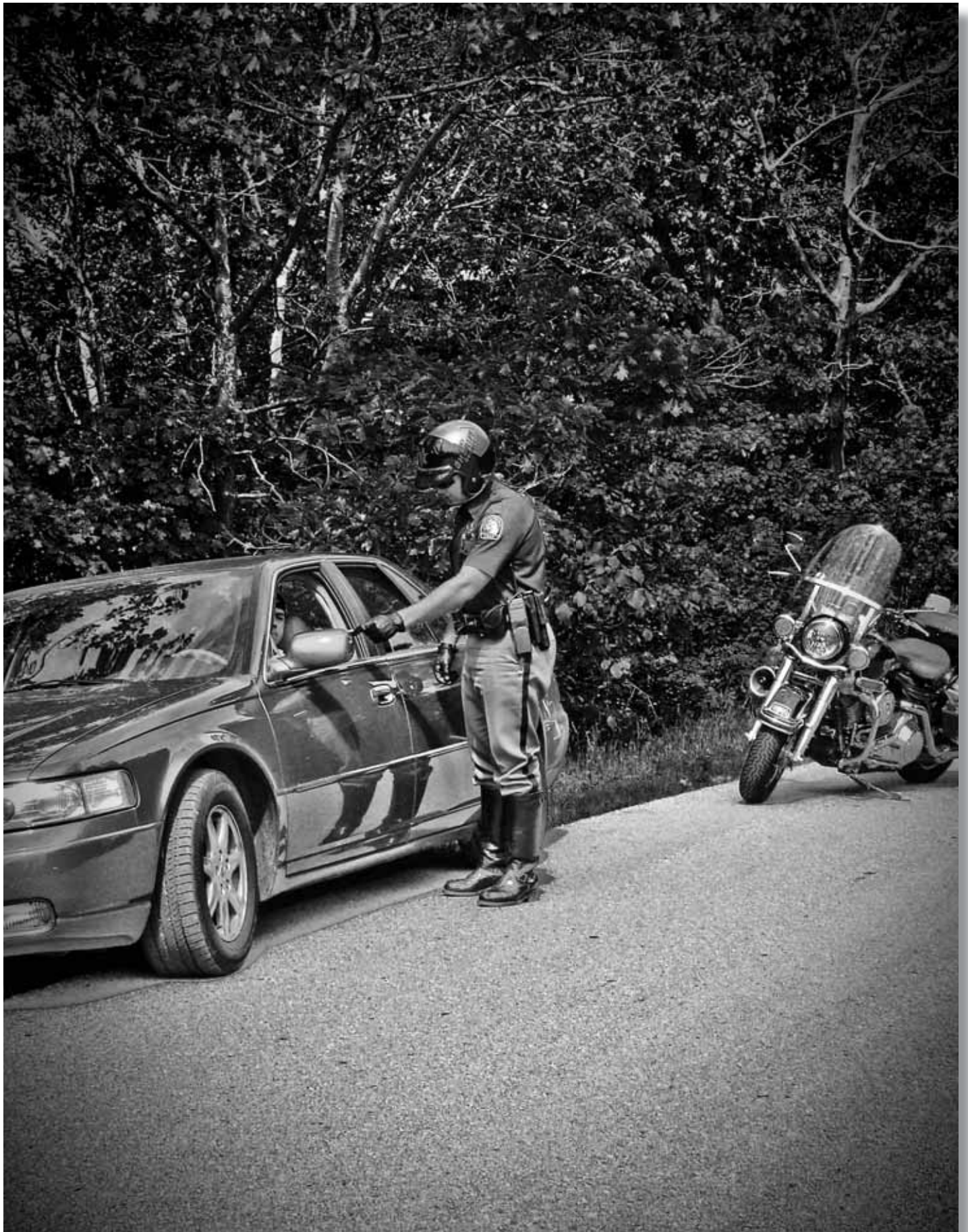
## 2006-2007 MICHIGAN TRAFFIC CRASH SUMMARY TRENDS

	2006	2007	% CHANGE
<b>NUMBER OF CRASHES</b>			
Fatal Crashes	1,002	987	-1.5
Personal Injury Crashes	60,176	59,550	-1.0
Property Damage Crashes	254,144	263,637	3.7
<b>Total</b>	<b>315,322</b>	<b>324,174</b>	<b>2.8</b>
<b>ALCOHOL-INVOLVED CRASHES</b>			
Fatal Crashes	349	313	-10.3
Personal Injury Crashes	5,076	4,829	-4.9
Property Damage Crashes	7,179	7,043	-1.9
<b>Total</b>	<b>12,604</b>	<b>12,185</b>	<b>-3.3</b>
<b>ALCOHOL-INVOLVED FATAL CRASHES</b>			
Had Been Drinking (HBD)	349 (34.8%)	313 (31.7)	-10.3
Had Not (HNBD)/Not Known if Drinking	653 (65.2%)	674 (68.3)	3.2
<b>PERSONS IN CRASHES</b>			
Killed	1,084	1,084	0.0
Injured	81,942	80,576	-1.7
Not Injured	460,408	471,378	2.4
Unknown Injury	79,827	78,872	-1.2
<b>Total</b>	<b>623,261</b>	<b>631,910</b>	<b>1.4</b>
<b>PERSONS IN ALCOHOL-INVOLVED CRASHES</b>			
Killed	383	345	-9.9
Injured	7,068	6,563	-7.1
Not Injured	13,679	13,294	-2.8
Unknown Injury	2,769	2,679	-3.3
<b>Total</b>	<b>23,899</b>	<b>22,881</b>	<b>-4.3</b>
<b>PERSONS INJURED BY GENDER</b>			
Male	37,324	36,841	-1.3
Female	43,280	42,561	-1.7
Unknown Gender	1,338	1,174	-12.3
<b>Total</b>	<b>81,942</b>	<b>80,576</b>	<b>-1.7</b>
<b>PERSONS INJURED BY SEVERITY</b>			
<b>A</b> Injury	7,618	7,485	-1.7
<b>B</b> Injury	18,881	18,529	-1.9
<b>C</b> Injury	55,443	54,532	-1.6
<b>Total</b>	<b>81,942</b>	<b>80,576</b>	<b>-1.7</b>

Michigan experienced a 0.0 percent decrease in traffic fatalities, as well as a 1.7 percent decrease in injuries and a 2.8 percent increase in crashes.

Deaths among vehicle occupants (drivers and passengers only) increased 0.5 percent.

Persons sustaining "A" level injuries (the most serious) decreased 1.7 percent.



**2008**  
**Secondary Road Patrol**  
**Summary from**  
**Semi-Annual Reports**

## 2008 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Average Sworn Officers	Average County Funded Certified Road Patrol Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by County Funded Officers	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
ALCONA	13	11	2	46,733	193,440	540	1,644	2,184
ALGER	9	0	1	12,971	-	59	-	59
ALLEGAN	61	34	3	74,534	786,015	3,061	12,684	15,745
ALPENA	18	12	1	21,000	118,159	747	901	1,648
ANTRIM	19	15	2	38,794	231,131	420	1,747	2,167
ARENAC	8.75	6	1	23,237	130,978	349	2,359	2,708
BARAGA	5	4	1	15,358	52,354	218	88	306
BARRY	28	19.5	1	22,071	273,723	498	1,566	2,064
BAY	33	30	3	51,805	310,978	3,388	5,243	8,631
BENZIE	10	7	1	20,407	155,788	336	1,029	1,365
BERRIEN	74	71	3	71,657	709,217	1,147	10,438	11,585
BRANCH	29	18	2	51,184	413,235	1,953	2,665	4,618
CALHOUN	80	28.5	3	76,080	338,641	1,579	1,060	2,639
CASS	21	18	2	44,457	323,470	797	2,109	2,906
CHARLEVOIX	19	18	1	24,458	161,237	361	2,866	3,227
CHEBOYGAN	39	10	2	46,596	108,816	532	712	1,244
CHIPPEWA	14	6	2	61,293	164,079	1,617	566	2,183
CLARE	34	18	1	29,030	354,461	1,101	3,845	4,946
CLINTON	21	16	1	42,073	435,483	1,379	16,215	17,594
CRAWFORD	23	13	1	36,751	152,661	349	1,919	2,268
DELTA	19	16	2	46,047	169,857	760	1,643	2,403
DICKINSON	23	7	2	35,810	116,013	533	970	1,503
EATON	75	73	2	40,142	358,128	910	4,259	5,169
EMMET	25	15	1	18,520	223,523	1,657	5,174	6,831
GENESEE	158	45	5	94,300	894,451	2,103	2,209	4,312
GLADWIN	16	8	1	24,756	169,268	588	1,691	2,279
GOGEBIC	1	6	2	66,200	273,810	1,232	3,080	4,312
GRAND TRAVERSE	64	48	2	28,644	1,192,000	1,592	12,000	13,592
GRATIOT	17.5	16.5	2	69,104	355,884	2,297	7,008	9,305
HILLSDALE	24	24	2	68,176	203,138	1,642	2,269	3,911
HOUGHTON	16	14	2	28,996	123,316	340	1,324	1,664
HURON	49	13	2	48,267	406,930	1,446	4,287	5,733
INGHAM	112.5	66.25	4	84,190	579,317	3,456	17,330	20,786
IONIA	22.25	17	2	42,556	230,618	830	3,436	4,266
IRON	6	5	1	20,427	26,851	380	99	479
ISABELLA	17	13	2	35,257	275,777	1,175	4,532	5,707
JACKSON	51	43	3	38,252	549,053	3,483	16,503	19,986
KALAMAZOO	162	38	3	58,802	587,996	2,068	4,448	6,516
KALKASKA	8	8	1	25,405	185,080	409	851	1,260
KENT	238	119	5	87,869	1,611,495	3,390	13,161	16,551
KEWEENAW	5	4	1	18,537	54,639	37	171	208
LAKE	16	10	1	26,704	190,656	392	1,468	1,860

	Average Sworn Officers	Average County Funded Certified Road Patrol Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by County Funded Officers	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
LAPEER	82	16	2	58,035	695,193	2,352	9,278	11,630
LEELANAU	18	16	1	39,953	376,427	435	2,467	2,902
LENAWEE	48	34	2	46,369	653,235	4,851	6,198	11,049
LIVINGSTON	73	45	2	37,526	600,822	1,896	8,963	10,859
LUCE	3.75	1.75	1	26,415	22,739	963	930	1,893
MACKINAC	9	5.75	1	30,343	156,362	535	1,626	2,161
MACOMB	247	189	5	76,686	1,400,000	3,227	10,918	14,145
MANISTEE	10.5	7.5	1	37,151	81,793	1,264	1,061	2,325
MARQUETTE	23	11	2	59,041	152,517	1,196	597	1,793
MASON	20.5	19	2	27,961	331,961	1,127	6,034	7,161
MECOSTA	23	16	1.25	28,190	318,943	473	3,785	4,258
MENOMINEE	10	9	1	30,830	239,962	151	805	956
MIDLAND	58	23.5	1.5	47,294	462,393	1,459	7,991	9,450
MISSAUKEE	12	8	1	26,967	136,504	634	1,430	2,064
MONROE	98.25	68	4	57,712	-	2,981	2,913	5,894
MONTCALM	28	22	2	50,287	445,097	873	3,214	4,087
MONTMORENCY	10	8	1	19,035	83,573	195	1,957	2,152
MUSKEGON	65.25	23.75	2	52,614	579,641	338	1,687	2,025
NEWAYGO	21.75	13.75	1	36,207	513,387	683	2,382	3,065
OAKLAND	589.25	278.25	8.5	164,879	-	4,211	-	4,211
OCEANA	22	9	2	58,341	259,713	704	1,588	2,292
OGEMAW	22	13	1	28,858	200,214	763	9,611	10,374
ONTONAGON	8	7.5	1	20,972	77,971	142	281	423
OSCEOLA	22	11	1	20,907	198,397	866	2,222	3,088
OSCODA	10.75	8.75	1	14,370	185,496	218	1,885	2,103
OTSEGO								
OTTAWA	129	58	3	42,715	729,728	4,581	22,896	27,477
PRESQUE ISLE	12	9	1	27,400	115,288	485	790	1,275
ROSCOMMON	29.5	20	1	19,023	269,161	1,227	3,731	4,958
SAGINAW	63.5	37.5	3	60,717	476,703	2,304	5,439	7,743
SANILAC	24	18	2	33,066	305,373	953	1,612	2,565
SCHOOLCRAFT	2	0	2	16,123	-	125	-	125
SHIAWASSEE	33	19	2	46,993	259,105	1,434	3,038	4,472
ST. CLAIR	54.25	34.75	1.5	42,576	-	2,201	-	2,201
ST. JOSEPH	24	24	2	26,068	210,656	717	3,737	4,454
TUSCOLA	32.5	11.5	2	51,313	208,757	1,314	3,014	4,328
VAN BUREN	40	12	2	43,803	351,394	1,651	1,718	3,369
WASHTENAW	137.75	53	3	61,044	135,518	1,577	1,399	2,976
WAYNE	979.5	78.5	14	217,181	849,745	16,614	9,275	25,889
WEXFORD	25	23.75	1.75	38,569	236,074	314	820	1,134
TOTALS	4,805.0	2,227.3	170.5	3,640,984	26,511,508	119,185	324,861	444,046

## 2008 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
ALCONA	519	1,083	235	662	-	5	1
ALGER	31	-	29	-	-	-	-
ALLEGAN	856	8,424	2,656	4,249	-	-	-
ALPENA	518	597	229	304	2	2	7
ANTRIM	177	847	243	900	-	-	-
ARENAC	316	968	159	1,497	-	-	-
BARAGA	166	62	74	38	-	-	-
BARRY	270	1,481	309	413	-	-	-
BAY	1,069	2,553	2,389	2,690	-	-	3
BENZIE	289	766	47	263	-	-	4
BERRIEN	655	7,550	1,011	4,341	-	-	-
BRANCH	180	201	1,180	825	-	-	-
CALHOUN	438	98	1,716	2,184	-	-	-
CASS	373	1,842	659	1,171	-	-	-
CHARLEVOIX	309	2,322	57	591	-	2	-
CHEBOYGAN	659	644	302	467	-	-	-
CHIPPEWA	1,661	406	617	368	2	1	8
CLARE	712	2,456	389	1,389	-	-	-
CLINTON	428	4,974	983	12,865	-	-	-
CRAWFORD	216	968	279	1,382	5	1	-
DELTA	595	1,494	319	572	-	-	-
DICKINSON	369	660	204	338	-	2	5
EATON	383	2,891	961	2,100	-	-	-
EMMET	1,535	4,747	122	427	-	-	-
GENESEE	1,213	1,900	880	319	-	-	-
GLADWIN	517	1,215	384	816	-	-	-
GOGEBIC	754	1,572	144	238	-	-	-
GRAND TRAVERSE	791	4,000	1,348	4,528	-	-	-
GRATIOT	825	5,025	1,697	3,015	-	-	-
HILLSDALE	224	507	850	1,711	1	-	4
HOUGHTON	191	913	149	411	-	-	-
HURON	2,522	6,417	120	597	-	-	-
INGHAM	1,497	11,029	2,333	7,072	-	-	-
IONIA	545	2,410	389	1,308	-	-	-
IRON	290	53	106	36	-	-	-
ISABELLA	783	2,905	419	1,627	-	-	-
JACKSON	396	4,543	7,167	13,582	-	-	-
KALAMAZOO	1,008	3,665	1,764	2,316	-	-	-
KALKASKA	464	97	362	753	-	-	1
KENT	453	9,151	5,399	5,721	-	-	-
KEWEENAW	33	135	4	36	-	-	24

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
LAKE	273	1,125	382	821	-	-	-
LAPEER	1,717	9,459	355	2,211	-	-	1
LEELANAU	332	2,103	89	465	-	-	-
LENAWEE	1,064	2,971	3,780	3,227	-	-	-
LIVINGSTON	382	5,354	2,268	5,732	-	-	-
LUCE	1,080	727	410	203	-	-	1
MACKINAC	221	1,073	437	731	-	-	-
MACOMB	1,501	4,760	2,937	6,158	-	-	-
MANISTEE	866	697	379	344	-	-	-
MARQUETTE	395	374	942	202	-	-	-
MASON	865	4,834	262	1,200	-	-	-
MECOSTA	247	3,125	546	994	-	-	-
MENOMINEE	105	1,006	36	341	-	-	-
MIDLAND	810	5,369	619	2,488	-	-	1
MISSAUKEE	646	1,256	150	504	-	-	-
MONROE	514	-	2,312	7,960	-	-	-
MONTCALM	196	2,037	825	1,366	-	-	-
MONTMORENCY	179	1,576	71	676	-	-	-
MUSKEGON	148	1,273	395	1,687	-	-	-
NEWAYGO	405	1,630	278	820	-	-	1
OAKLAND	189	3,773	5,839	41,522	-	-	-
OCEANA	495	1,151	214	437	-	-	-
OGEMAW	556	2,070	397	8,461	-	-	-
ONTONAGON	133	226	9	55	-	1	-
OSCEOLA	686	1,314	293	1,181	-	-	-
OSCODA	242	1,429	59	648	-	-	-
OTTAWA	1,008	7,686	3,860	17,848	-	-	9
PRESQUE ISLE	392	648	93	142	-	-	-
ROSCOMMON	680	3,079	694	666	-	-	1
SAGINAW	1,227	3,523	1,475	3,270	1	-	3
SANILAC	570	926	590	701	-	-	-
SCHOOLCRAFT	105	-	33	-	-	-	-
SHIAWASSEE	539	1,331	1,148	1,515	-	-	-
ST. CLAIR	1,155	-	1,043	-	-	-	-
ST. JOSEPH	161	1,181	556	2,510	-	-	-
TUSCOLA	440	1,250	1,020	1,626	-	-	-
VAN BUREN	1,297	1,353	420	722	-	-	-
WASHTENAW	214	209	1,167	1,029	-	-	-
WAYNE	6,756	2,474	12,694	11,358	1,721	27	59
WEXFORD	126	1,326	267	1,508	-	-	4
<b>TOTALS</b>	<b>54,147</b>	<b>189,269</b>	<b>88,028</b>	<b>217,451</b>	<b>1,732</b>	<b>41</b>	<b>137</b>

## 2008 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Total Crashes	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
ALCONA	38	75	6	119	-	-	-	22	2	3
ALGER	6	8	-	14	-	-	-	2	-	2
ALLEGAN	42	66	4	112	-	2	-	26	10	10
ALPENA	21	34	-	55	-	-	-	11	1	3
ANTRIM	34	58	4	96	3	2	-	6	4	3
ARENAC	16	72	6	94	1	-	-	2	-	-
BARAGA	7	15	1	23	-	-	-	11	-	1
BARRY	19	44	-	63	-	-	-	41	2	1
BAY	-	151	154	305	-	2	-	12	-	6
BENZIE	16	25	1	42	1	1	1	33	5	4
BERRIEN	592	850	25	1,467	1	7	-	264	11	74
BRANCH	-	162	-	162	-	-	-	9	6	4
CALHOUN	151	396	11	558	7	5	1	126	21	25
CASS	42	275	-	317	1	1	-	7	4	1
CHARLEVOIX	23	60	-	83	-	-	-	4	-	-
CHEBOYGAN	49	67	10	126	-	-	-	9	-	4
CHIPPEWA	62	76	-	138	-	1	-	33	13	17
CLARE	19	41	5	65	-	-	-	26	1	8
CLINTON	51	155	19	225	-	-	-	32	3	13
CRAWFORD	66	101	6	173	-	2	-	9	1	2
DELTA	27	56	-	83	1	-	-	32	5	6
DICKINSON	33	41	8	82	-	1	-	24	5	3
EATON	87	302	3	392	-	-	-	17	1	2
EMMET	9	61	-	70	-	-	-	4	1	-
GENESEE	13	19	8	40	-	7	4	14	1	-
GLADWIN	26	71	-	97	-	-	-	4	1	5
GOGEBIC	59	77	28	164	-	-	-	5	1	6
GRAND TRAVERSE	82	197	2	281	5	-	-	23	4	2
GRATIOT	29	105	-	134	-	-	-	7	-	13
HILLSDALE	381	293	26	700	4	1	-	26	4	13
HOUGHTON	11	25	2	38	-	1	-	39	1	-
HURON	44	107	-	151	-	-	-	3	6	2
INGHAM	212	498	1	711	1	5	-	42	2	6
IONIA	83	130	2	215	1	3	-	15	1	3
IRON	4	55	2	61	-	-	-	10	-	3
ISABELLA	57	67	6	130	-	-	-	7	-	-
JACKSON	24	238	-	262	2	3	-	13	-	8
KALAMAZOO	42	690	-	732	1	5	-	65	5	34
KALKASKA	15	34	2	51	3	2	-	20	2	6
KENT	62	269	24	355	4	15	-	4	3	2
KEWEENAW	2	7	-	9	-	-	-	1	-	1

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Total Crashes	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
LAKE	23	52	1	76	-	1	-	7	2	6
LAPEER	87	186	4	277	2	-	-	26	8	10
LEELANAU	30	57	1	88	5	-	-	4	1	2
LENAWEE	53	78	2	133	1	-	-	24	23	5
LIVINGSTON	64	99	2	165	2	11	-	10	3	-
LUCE	5	6	3	14	-	-	-	6	2	1
MACKINAC	11	9	-	20	-	-	-	2	1	-
MACOMB	230	483	-	713	3	4	-	29	1	6
MANISTEE	41	80	3	124	-	-	-	47	2	31
MARQUETTE	21	49	-	70	-	-	-	7	-	-
MASON	45	81	-	126	-	-	-	9	2	6
MECOSTA	20	115	2	137	-	-	-	1	-	-
MENOMINEE	18	40	1	59	-	-	-	6	1	4
MIDLAND	65	355	25	445	1	4	-	14	-	6
MISSAUKEE	30	76	2	108	-	-	-	4	2	-
MONROE	685	1,204	-	1,889	10	9	-	15	3	10
MONTCALM	62	216	5	283	1	14	-	11	1	1
MONTMORENCY	12	19	1	32	1	1	-	-	-	-
MUSKEGON	24	135	-	159	5	3	-	4	3	-
NEWAYGO	39	82	2	123	-	-	-	15	-	4
OAKLAND	66	165	1	232	3	13	-	3	-	1
OCEANA	26	108	4	138	-	1	-	30	5	29
OGEMAW	9	58	2	69	-	-	-	3	1	1
ONTONAGON	29	7	1	37	-	-	-	9	1	-
OSCEOLA	9	63	2	74	-	-	-	1	1	1
OSCODA	17	18	-	35	-	1	-	2	1	8
OTTAWA	43	186	4	233	4	16	-	7	-	5
PRESQUE ISLE	19	43	5	67	-	-	-	1	-	1
ROSCOMMON	17	18	-	35	-	-	-	14	4	2
SAGINAW	118	246	16	380	-	-	-	22	1	28
SANILAC	39	119	5	163	-	-	-	3	1	5
SCHOOLCRAFT	3	8	-	11	-	-	-	-	-	-
SHIAWASSEE	84	235	34	353	-	-	-	9	3	3
ST. CLAIR	19	256	2	277	4	7	-	7	-	1
ST. JOSEPH	134	311	3	448	-	2	-	10	1	3
TUSCOLA	61	137	5	203	-	-	-	6	1	-
VAN BUREN	56	333	5	394	4	3	-	44	8	30
WASHTENAW	-	337	-	337	-	11	-	64	16	15
WAYNE	-	30	17	47	-	1	1	258	-	2
WEXFORD	23	59	7	89	-	1	-	5	-	1
<b>TOTALS</b>	<b>4,893</b>	<b>12,232</b>	<b>533</b>	<b>17,658</b>	<b>82</b>	<b>169</b>	<b>7</b>	<b>1,799</b>	<b>226</b>	<b>524</b>

Information obtained from the Semi-Annual Reports submitted by the counties.

## 2008 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
ALCONA	409	70	27	125	35	-	-
ALGER	94	35	17	53	38	-	-
ALLEGAN	790	140	250	269	111	116	1,260
ALPENA	58	29	26	62	133	2	37
ANTRIM	379	49	22	85	20	16	-
ARENAC	107	23	6	89	16	3	34
BARAGA	9	13	4	-	50	-	-
BARRY	123	69	12	93	52	2	20
BAY	448	103	48	254	47	5	195
BENZIE	102	75	10	20	13	-	-
BERRIEN	83	13	1,224	-	5,025	-	-
BRANCH	122	160	45	17	69	-	-
CALHOUN	252	201	85	244	88	15	426
CASS	214	68	68	155	38	14	804
CHARLEVOIX	46	16	82	91	106	-	-
CHEBOYGAN	262	114	32	75	143	-	-
CHIPPEWA	246	195	115	17	219	-	-
CLARE	19	9	84	506	73	2	40
CLINTON	303	97	70	82	93	1	50
CRAWFORD	379	81	227	99	121	1	30
DELTA	269	156	54	120	63	-	-
DICKINSON	129	95	5	38	68	-	-
EATON	211	103	20	425	41	-	-
EMMET	-	20	31	146	184	-	-
GENESEE	38	20	50	1,712	586	17	1,755
GLADWIN	20	5	6	39	19	4	100
GOGEBIC	145	31	60	36	41	1	16
GRAND TRAVERSE	44	203	102	191	69	35	1,161
GRATIOT	67	71	19	21	40	-	-
HILLSDALE	63	17	41	42	23	11	415
HOUGHTON	71	76	47	16	47	-	-
HURON	85	87	112	100	115	-	-
INGHAM	206	210	92	182	86	-	-
IONIA	404	102	64	127	80	-	-
IRON	47	26	53	58	130	-	-
ISABELLA	259	11	25	48	30	-	-
JACKSON	706	123	70	116	55	4	80
KALAMAZOO	171	183	211	277	31	306	11
KALKASKA	195	87	37	99	79	1	8
KENT	15	9	79	678	107	26	1,076
KEWEENAW	49	7	14	-	3	-	-
LAKE	97	33	68	48	5	4	81

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
LAPEER	251	251	157	219	100	-	-
LEELANAU	9	9	171	17	10	1	50
LENAWEE	278	321	21	78	54	2	70
LIVINGSTON	209	168	61	64	46	16	284
LUCE	129	44	22	22	53	1	24
MACKINAC	34	11	22	13	30	-	-
MACOMB	14	8	451	1,574	277	80	4,000
MANISTEE	792	221	57	13	97	6	88
MARQUETTE	178	13	74	45	114	13	238
MASON	517	102	21	382	8	-	-
MECOSTA	8	-	111	39	19	3	97
MENOMINEE	117	48	12	-	3	-	-
MIDLAND	83	69	92	314	51	32	794
MISSAUKEE	208	80	58	168	38	-	-
MONROE	126	30	70	128	17	10	305
MONTCALM	1	36	168	150	64	13	130
MONTMORENCY	4	20	49	359	14	-	-
MUSKEGON	31	32	51	69	28	35	580
NEWAYGO	200	62	3	94	40	-	-
OAKLAND	14	17	155	301	289	7	530
OCEANA	343	143	101	220	97	-	-
OGEMAW	71	58	66	22	22	2	48
ONTONAGON	51	14	2	2	8	-	-
OSCEOLA	171	9	17	32	15	-	-
OSCODA	56	17	11	36	19	-	-
OTTAWA	117	42	123	-	13	20	1,170
PRESQUE ISLE	86	9	6	93	31	-	-
ROSCOMMON	96	198	44	171	84	-	-
SAGINAW	291	232	108	146	165	1	300
SANILAC	138	46	34	133	67	4	175
SCHOOLCRAFT	15	2	25	-	26	-	-
SHIAWASSEE	309	123	48	131	69	-	-
ST. CLAIR	20	19	130	143	33	-	-
ST. JOSEPH	633	30	11	47	43	-	-
TUSCOLA	22	5	5	58	40	12	238
VAN BUREN	178	20	76	217	106	-	-
WASHTENAW	2	56	76	289	49	487	7,988
WAYNE	955	1,282	42	448	169	-	-
WEXFORD	170	45	81	91	42	1	15
<b>TOTALS</b>	<b>14,663</b>	<b>7,127</b>	<b>6,546</b>	<b>13,183</b>	<b>10,842</b>	<b>1,332</b>	<b>24,723</b>

Information obtained from the Semi-Annual Reports submitted by the counties.



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